



Town of Lamoine, Maine
Road Commissioner – Stu Marckoon
606 Douglas Hwy.
Lamoine, ME 04605
207-667-2242 – FAX 667-0572
e-mail town@lamoine-me.gov
website www.lamoine-me.gov

Proposed Roads Budget – FY 2014/15

Overall, the town roads are in pretty good shape. We've caught up on some projects in the last couple of years, and nothing major other than paving seems to be looming.

Road Commissioner Salary – Until such time as the Selectmen find someone else to take the job, I'm willing to do it for a fairly minimal salary. The role is to coordinate road repairs, prepare the budget, help with emergency tree and other obstruction removal (usually in conjunction with the fire department), and install street signs. No change is proposed to the \$600 salary.

Expenses – This covers mileage, training and other minor expenses. We've overspent this line already for FY 14/15 as we sent Mike Jordan to attend a mandatory class on signs in order to receive about \$1,500 worth of street signs for \$150. The proposed budget increases expenses from \$200 to \$300.

General Maintenance – No change is proposed. Most of this is the contract setup fee for the paving consultant.

Mowing – The mowing contract has included the landfill cap mowing, which was booked under this line in FY 14. Last summer was the last year on the mowing agreement. This will cover any increase (we hope) in the new agreement.

Sweeping – The bid from Downeast Supervac is in its final year in FY 16. This covers the high end of the cost (which would have the sand removed instead of pushed to the side).

Crack Sealing – crack sealing budgeted for this year on Buttermilk did not take place – I'm in hopes that will happen in the spring of 2015. The hope is to crack seal Walker Road from Mill Road to Asa's Lane in either the summer of 2015 or spring of 2016. An increase to \$7,500 is proposed. This buys time on repaving by quite a few years.

Tree Removal – We will likely do some tree removal in the FY 15 budget on Mill Road – I hope to put that out for estimates over the late fall/early winter. The FY 16 tree removal effort should be on Gully Brook Road and Berry Cove Road – Gully Brook is very bad. The budget remains at \$7,000.

Buttermilk Road – We continue to chip away at Buttermilk Road with ditching and culvert maintenance. No change is proposed to the \$5,000 budget.

Shore Road – Some great improvements have been made on Shore Road, and I think we can lower the amount from \$5,000 to \$3,500. I know of one culvert inlet that should be improved, but the remainder of the road is in pretty good shape.

Mill Road – Some shoulder and culvert maintenance is on the schedule for this fall, and we should be able to drop this budget to \$2,500 (a \$2,000 reduction) for shoulder maintenance in FY 16.

Walker Road – The reason much of the budget for Walker Road was not spent in FY 14 was that the biggest project (a culvert replacement) was encumbered from the previous year. Other than the crack sealing (see above), the road is in decent shape. Some shoulder work should be done over the next two years. The proposed budget will drop \$3,000.

Asa's Lane – This road will be a candidate for crack sealing in FY 17. For now, the proposed budget is down by \$500 to \$2,000.

Needles Eye Road – As this is being prepared, a very large culvert replacement project is being completed. Much of this is encumbered. The road will be paved in the spring/summer of 2015. Prior to paving, we may need to reset a couple of culverts. After paving, the shoulders will need to be strengthened to match the pavement height. That should be the bulk of the work – the proposed budget falls \$2,500 to \$5,000.

Clamshell Alley & Cos Cob Avenue – These roads are in pretty good shape after paving a couple of summers ago. Minimal maintenance is budgeted

Raccoon Cove Road – There are some ditching issues that need solving on Raccoon Cove Road in FY 2016. That's why the budget is proposed to rise by \$1,000.

Marlboro Beach Road – There are also some ditching/shoulder issues on this road, and the reason that the budget is proposed to increase by \$1,500.

Seal Point Road – No change proposed to the \$2,000 budget. Mostly ditch maintenance expected.

Berry Cove Road – We need some attention, especially at the intersection with Gully Brook. This is the reason for the \$600 increase.

Gully Brook – Most of what is needed here is tree removal. That's in the Tree removal budget.

MacQuinn – We do very little maintenance on this road thanks to donated patching from the MacQuinn company. The proposed budget doesn't change – this is for any emergency patching that might be needed.

Lorimer Road & Maxwell Ave – No change proposed to the \$500 budget for each road. Mostly cleaning alders out of ditches on these two roads is what's needed. There is a drainage issue over a town owned easement that may need attention in FY 16.

Birchlawn Drive – This is proposed to increase to \$1,000 as we seem to have a perennial problem with driveway culverts heaving on this road.

Parking Lots – Lamoine Beach parking lot will likely need a little maintenance, thus the \$250 budget.

Street signs – No change to the \$1,000 budget. Thefts have slowed this year (no telling what will happen in the future). As mentioned above, we should be getting a package of signs from MDOT for installation next spring.

Total General Maintenance – The total general maintenance budget is down \$4,400.00.

Snow Plowing – The final year of the 3-year contract with Richard McMullen (including the potential 5% escalator) totals \$110,250. This contract could be extended another two years without bid.

Salt/Sand – We reimburse the contractor for the public salt/sand pile based on the cost of salt and sand for a couple of yards of material. So far the program seems to be working just fine. This amount was not budgeted in FY 15 (missed it), so that's why it is such a huge percentage increase for FY 16.

Hydrants – I've not spoken with the fire chief about his hydrant plowing costs a year and a half away. The budget includes a \$50 increase, just in case.

Salt/Sand Shed Maintenance – This is increased to \$2,000. It includes electricity and mowing, and also any electrical or garage door maintenance that might be needed. The frost walls also need to be coated periodically. While the percentage increase seems high, it's really just a \$200 increase.

Clogged Culverts – We've been pretty fortunate the last few years that the clogged culverts have not been too bad. The proposed \$1,000 gets eaten up quickly when it's a bad winter for frozen culverts.

Total Winter – The total budget for winter maintenance is up 3.28% or \$3,625.00. The bulk of that is the plowing contract.

Streetlights – Now, the fun one. As you are aware, the Selectmen agreed to maintain the new streetlight that will be installed at the intersection of Routes 3 and 204 by the MDOT. Trenton refused. This project will greatly benefit those Lamoine (and other town) motorists who need to turn left at this intersection. The estimated cost for electricity and other maintenance is \$1,250. Add that to the \$800 electric bill for the rest of the streetlights, and that accounts for the increase to \$2,050.

Paving – The only proposed paving will be a one mile section of Buttermilk Road beginning at the Ellsworth Town Line. I don't know if the City of Ellsworth will be repairing their end of the road – I've suggested it to the City Manager. Our side is next on the list for 2016. The estimated cost calculation is:

Paving Calculation Sheet

Road Name	Buttermilk		
Road Length	5280	(in feet)	
Road Width	22	(in feet)	
Cost/Ton	100		
	1 Inch	1.5 Inches	2 Inches
Tons	709.866667	1161.6	1419.73333
Total Cost	\$70,986.67	\$116,160.00	\$141,973.33

The basis for the \$120,000 cost (which is less than the capital needs schedule estimated) is \$116,160 for the paving at \$100/ton, plus \$3,840 for filling in shoulders after paving.

As you can see, that's a pretty good drop in paving costs compared to FY 15, as we're doing less mileage.

Total Roads – the total road budget is down an estimated \$35,875, thanks mostly to lower paving costs.

Respectfully submitted,

Stu Marckoon, Road Commissioner